

**Department of Transportation
Project No. 159-189
Rehabilitation of Bridge No. 00807
Town of Wethersfield**

**Wednesday, February 19, 2014 at 7:00 p.m.
Pitkin Community Center
30 Greenfield Street
Wethersfield, Connecticut**

Minutes

Present:

Timothy Fields – Connecticut Department of Transportation (CTDOT) Bridge Consultant Design
Mary E. Baker – Connecticut Department of Transportation (CTDOT) Bridge Consultant Design
Ajit S. Gokhale – Close, Jensen and Miller (CJM)
James Otis – Zuvic Carr Associates (ZCA)
Richard Lyon – Zuvic Carr Associates (ZCA)
Michael Turner – Director of Public Works, Town of Wethersfield
Town Residents

Presentation:

Mary Baker of CTDOT started the proceedings with a brief introduction of the project team and an overview of the project. James Otis, Project Manager, ZCA gave a Power Point presentation of the project to those in attendance, explaining the project goals, existing bridge deficiencies, reasons for its rehabilitation, and scope of the proposed rehabilitation work. The following items were included in the presentation:

- The proposed work at the bridge consists of the removal and replacement of concrete at the base of the parapet walls below the level of the sidewalk.
- The concrete replacement in the parapets is required to prevent the stone façade loosening from the parapet and falling on Route 5/15 below.
- The proposed work will also entail full and partial depth patching of the existing rigid frame slab, replacing the existing fill and membrane waterproofing over the rigid frames, reconstructing the existing sidewalks and replacing the existing chain link fence along the parapets.
- The work will be completed by using two stages of construction. Alternating one way vehicular traffic will be maintained on Ridge Road during each stage controlled by stop signs at each end of the construction zone and one sidewalk will remain open to pedestrians.
- A local detour involving closure of the west end of Oakdale Street and detouring traffic along Harding and Carleton Street will be implemented during stage 2. This is required to eliminate sightline issues for vehicles wanting to make a right turn from Oakdale Street onto to Ridge Road travelling northbound.
- Utility impacts and coordination.
- Environmental permits and property impacts (None required).
- Project cost is approximately \$1,600,000.
- Anticipated construction schedule: April 1, 2015 to November 30, 2015.

Public Comments and Questions:

- Is there sufficient lane width during each construction stage to accommodate fire trucks and emergency vehicles?
 - The plans show sufficient lane width in each construction stage. A minimum ten foot lane with one-foot shoulders on each side will be used during Stage 1. A minimum twelve foot lane with five-foot shoulders on each side will be maintained during stage 2, which will allow access for fire trucks and emergency vehicles.
- Does the project design account for drainage improvements across the bridge? Should additional catch basins be located on Ridge Road to the south to intercept and divert runoff down Oakdale Street?
 - The project design currently does not include drainage improvements other than to restore the existing drainage pattern by replacing the pavement and concrete curbing. There are no catch basins in the immediate vicinity of the bridge. Replacing the missing or settled curbing will prevent further seepage into the bridge structure from run-off draining toward the southwest corner grass and buffer area. Other drainage improvements within the limits of the project will be considered during the final design.
- Is there sufficient illumination in the vicinity of the bridge? Will the construction work zones be properly illuminated to prevent dark areas, as this will be a safety concern?
 - There are two existing light standards on the northeast and two on the southeast of the bridge along Ridge Road. These lights will stay in operation during the construction stages and will provide sufficient illumination.
- How will the proposed construction work impact traffic on Route 5/15 below?
 - Off-peak temporary lane closures would be implemented and the impacts to through traffic along Route 5/15 would be kept to a minimum. Majority of the bridge work will be performed from the top.
- Was replacing the existing parapets in their entirety and use of form liner considered in lieu of the rehabilitation of the stone parapets?
 - There is an alternate detail being considered for replacing a portion of the parapets in lieu of repair (shown on the presentation slides). If the full width of the parapets are replaced causing the existing stone facing to be removed, form liners will be incorporated to mimic the appearance of the existing stone masonry and restore the original elevation of the bridge fascias on each side. The current scope is to repair the parapets and maintain the stone facing.
- Were temporary signals in lieu of stop signs considered for each stage with alternating one-way traffic?
 - Temporary signals for stage construction were considered earlier in the design phase but ruled out by the Department due to the low traffic volume on the bridge, therefore stop signs are proposed.
- Why is the stage 1 work area wider than Stage 2?
 - As Ridge Road curves towards the southeast, maintaining a wider Stage 1 work area helps to eliminate sightline issues in Stage 2.

- The plans show a gas main in the fill over the rigid frame as well as in the curbing along the west side. Is this correct?
 - CNG is the owner of the gas main and during a routine site visit, ZCA had met with CNG workers on the bridge who had indicated that the gas main was present along the west side of the bridge inside the utility enclosure between the sidewalk curb which is also shown in the design plans. The location of the gas main shown over the rigid frame in the fill predates the bridge and is no longer present.
- Is there sufficient staging area for parking construction equipment and vehicles?
 - The west end of Oakdale Street will be closed during Stage 2. This will make a 75-foot long area along Oakdale Street before the first driveway available for parking construction equipment. The contractor can also work with the Town of Wethersfield to utilize nearby Town property for this purpose.

The meeting concluded at 8:30 p.m.